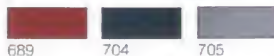


FOR THE WORLD AHEAD.



K 75

A genuine all-around talent, this bike is a firm favorite with riders looking for a powerful motorcycle with no fairing.



ENGINE

Type: 3-cylinder, 4-stroke inline
Valves: 2 per cylinder
Displacement: 740 cc
Bore x stroke: 67 mm x 70 mm (2.64" x 2.76")
Output: 55 kW (DIN) (75 bhp) at 8500 rpm
Torque: 68 Nm (50.4 lb/ft) at 6750 rpm
Compression ratio: 11.0:1
Cooling: Water
Valve gear: DOHC, chain
Mixture preparation: Electronic injection with overrun fuel cutoff (LE-Jetronic)
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.50, II 2.96, III 2.30, IV 1.88, V 1.67:1
Final drive ratio: 3.2:1

ELECTRICAL EQUIPMENT

Ignition: Transistorised
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 21 l (4.65 Imp. gal/5.5 US gal), incl. 5 l (1.1 Imp. gal/1.32 US gal) reserve
Seat height at unladen weight: 760 mm (29.92")
Unladen weight (ready for road): 227 kg (501 lb)
Gross weight limit: 480 kg (1058 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: App. 200 km/h (125 mph)
Acceleration from 60-140 km/h (37-87 mph): 15.0 sec
Fuel consumption per 100 km acc. to ISO 7118:
at 90 km/h (56 mph): 4.2 l (66.1 Imp./56.0 US mpg)
at 120 km/h (75 mph): 5.6 l (50.4 Imp./42.0 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: Lattice tube, engine with load bearing function
Fork: Telescopic, with progressive spring rate and integral fork stabiliser
Spring travel: 135 mm (5.31")
Swinging arm: Single (BMW Monolever)
Drive: Shaft
Suspension strut: Gas-filled (BMW Monoshock) with progressive spring rate, 3 settings
Spring travel: 114 mm (4.49")
Brakes:

front: Twin disc (dia. 285 mm [11.22"]),
2 fixed calipers
rear: Single disc (dia. 285 mm [11.22"])
2-piston floating caliper

Brake pads: Fade-resistant in wet weather

Wheels: Light-alloy

Tyres: Low aspect-ratio

front: 100/90 - 18 56 H (tubeless)
rear: 130/90 - 17 68 H (tubeless)

R 100 LT

Fans of the BMW Boxer consider this big-engined, classic tourer to be a most desirable form of travel.



ENGINE

Type: Flat-twin, 4-stroke
Valves: 2 per cylinder
Displacement: 980 cc
Bore x stroke: 94 mm x 70.6 mm (3.70" x 2.78")
Output: 44 kW (DIN) (60 bhp) at 6500 rpm
Torque: 74 Nm (54.6 lb/ft) at 3500 rpm
Compression ratio: 8.45:1
Cooling: Air
Valve gear: OHV, chain
Mixture preparation: 2 carburetors, 32 mm (1.26")
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.40, II 2.86, III 2.07, IV 1.67, V 1.50:1
Final drive ratio: 3.0:1

ELECTRICAL EQUIPMENT

Ignition: Transistorised
Alternator: 240 W
Battery: 12 V/25 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 22 l (4.8 Imp. gal/5.8 US gal), incl. 5 l (1.1 Imp. gal/1.32 US gal) reserve
Seat height at unladen weight: 807 mm (31.77")
Unladen weight (ready for road): 229 kg (505 lb)
Gross weight limit: 440 kg (970 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: App. 185 km/h (115 mph)
Acceleration from 60-140 km/h (37-87 mph): 15.1 sec
Fuel consumption per 100 km acc. to ISO 7118:
at 90 km/h (56 mph): 4.3 l (66.1 Imp./54.7 US mpg)
at 120 km/h (75 mph): 6.1 l (46.3 Imp./38.6 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: Twin steel tube cradle frame
Fork: Telescopic with progressive spring rate and integral fork stabiliser
Spring travel: 175 mm (6.89")
Swinging arm: Single (BMW Monolever)
Drive: Shaft
Suspension strut: Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, 4 settings
Spring travel: 121 mm (4.76")
Brakes:

front: Single disc (dia. 285 mm [11.22"]),
with 2 fixed calipers
rear: Drum (dia. 200 mm [7.87"])

Brake pads: Fade-resistant in wet weather

Wheels: Light-alloy

Tyres: Low aspect-ratio

front: 100/90 - 18 51 H (tubeless)
rear: 120/90 - 18 65 H (tubeless)

R 100 GS PD

This is the Enduro that came out of the desert... and these models have been at the top of the most popular motorcycle charts for over ten years.



640
689

ENGINE

Type: Flat-twin, 4-stroke
Valves: 2 per cylinder
Displacement: 980 cc
Bore x stroke: 94 mm x 70.6 mm (3.70" x 2.78")
Output: 44 kW (DIN) (60 bhp) at 6500 rpm
Torque: 76 Nm (56.1 lb/ft) at 3750 rpm
Compression ratio: 8.5:1
Cooling: Air
Valve gear: OHV, chain
Mixture preparation: 2 carburetors, 40 mm (1.57")
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50:1
Final drive ratio: 3.09:1

ELECTRICAL EQUIPMENT

Ignition: Transistorised
Alternator: 240 W
Battery: 12 V/25 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 24 l (5.3 imp. gal/6.34 US gal) [PD: 35 imp. gal], incl. 4.7 l (1.04 imp. gal/1.24 US gal) reserve
Seat height at unladen weight: 850 mm (33.46")
Unladen weight (ready for road): 220 kg (485 lb). (PD: 236 kg [520 lb])
Gross weight limit: 420 kg (926 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: App. 180 km/h (112 mph)
Acceleration from 60-140 km/h (37-87 mph): 12.5 sec.
Fuel consumption per 100 km acc. to ISO 7118:
at 90 km/h (56 mph): 4.9 l (57.5 imp./48.0 US mpg)
at 120 km/h (75 mph): 6.9 l (40.9 imp./34.1 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: Twin steel tube cradle frame
Fork: Telescopic with progressive spring rate and integral fork stabiliser
Spring travel: 225 mm (8.86")
Swinging arm: Single (BMW Paralever)
Drive: Shaft
Suspension strut: Gas-filled (BMW Monoshock) with progressive spring rate, variable spring preload, 4 settings, rebound damping with 10 settings
Spring travel: 180 mm (7.08")
Brakes:
front: Single disc (dia. 285 mm [11.22"]) floating disc, 2-piston fixed caliper
rear: Drum (dia. 200 mm [7.87"])
Brake pads: Fade-resistant in wet weather
Wheels: Cross-spoke
Tyres: Low aspect ratio
front: 90/90 - 21 T (tubeless)
rear: 130/80 - 17 T (tubeless)

R 100 M

For more and more riders, the BMW Roadster is the ideal blend of classic and modern features



ENGINE

Type: Flat-twin, 4-stroke
Valves: 2 per cylinder
Displacement: 980 cc
Bore x stroke: 94 mm x 70.6 mm (3.70" x 2.78")
Output: 44 kW (DIN) (60 bhp) at 6500 rpm
Torque: 76 Nm (56.1 lb/ft) at 3750 rpm
Compression ratio: 8.5:1
Cooling: Air
Valve gear: OHV, chain
Mixture preparation: 2 carburetors, 40 mm (1.57")
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50:1
Final drive ratio: 3.09:1

ELECTRICAL EQUIPMENT

Ignition: Transistorised
Alternator: 240 W
Battery: 12 V/25 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 24 l (5.3 imp. gal/6.34 US gal), incl. 4.7 l (1.04 imp. gal/1.24 US gal) reserve
Seat height at unladen weight: 800 mm (31.49")
Unladen weight (ready for road): 218 kg (481 lb)
Gross weight limit: 420 kg (926 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: App. 180 km/h (112 mph)
Acceleration from 60-140 km/h (37-87 mph): 14.8 sec.
Fuel consumption per 100 km acc. to ISO 7118:
at 90 km/h (56 mph): 4.9 l (58.0 imp./48.0 US mpg)
at 120 km/h (75 mph): 6.1 l (46.3 imp./38.6 US mpg)
Fuel: Regular grade unleaded

RUNNING GEAR

Frame: Twin steel tube cradle frame
Fork: Telescopic with progressive spring rate and integral fork stabiliser
Spring travel: 135 mm (5.31")
Swinging arm: Single (BMW Paralever)
Drive: Shaft
Suspension strut: Gas-filled (BMW Monoshock) with progressive spring rate, variable spring preload, 6 settings, continuous rebound adjustment
Spring travel: 135 mm (5.31")
Brakes:
front: Twin disc (dia. 285 mm [11.22"]) floating disc, 4-piston fixed caliper
rear: Drum (dia. 200 mm [7.87"])
Brake pads: Fade-resistant in wet weather
Wheels: Light alloy
Tyres: Low aspect ratio
front: 110/80 - V 18 (tubeless)
rear: 140/80 - V 18 (tubeless)

Motorcycle Price Listing and Equipment Guide

Model	K 1100 LT	K 1100 RSA	R 1100 RSL	R 1100 RSA	R 1100 GSA	R 1100 GS	R 1100 RA	R 1100 R	K 75 RTA	K 75 SA	K 75 A/3	K 75 /3	R 100 LT	R 100 PD	R 100 GS	R 100 M
Suggested Retail Price	\$15,990	\$14,690	\$14,550	\$13,790	\$11,890	\$10,690	\$11,490	\$9,990	\$12,590	\$10,790	\$8,990	\$7,790	\$10,290	\$9,390	\$8,590	\$8,990
Anti-Lock Brake System	S	S	S	S	S	N	S	N	S	S	S	N	N	N	N	N
Hazard Warning Flashers	S	S	S	S	S	S	S	S	S	S	S	S	S	O	O	O
Catalytic Converter	S	S	S	S	S	S	S	S	O	O	O	O	N	N	N	N
Three Spoke Wheels	S	S	S	S	N	N	S	S	O	S	S	S	N	N	N	N
Wire Spoke Wheels	N	N	N	N	S	S	O	O	N	N	N	N	N	S	S	S
Accessory Socket	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Engine Protectors	S	N	O	O	S	S	O	O	O	N	O	O	S	S	S	O
Heated Handlebar Grips	S	O	S	O	O	O	O	O	S	S	O	O	S	S	O	O
Anti-Theft Radio w/Cassette	S	N	N	N	N	N	N	N	O	N	N	N	O	N	N	N
Adjustable Seat Height	N	N	S	S	S	S	S	S	N	N	N	N	N	N	N	N
Adjustable Windshield	S	S	S	S	S	S	N	N	S	N	N	N	S	S	S	N
Additional Instruments	S	S	S	S	O	O	O	O	O	O	O	O	S	S	O	O
Hand Protectors	N	N	N	N	O	O	N	N	N	N	N	N	N	S	O	N
Engine Spoiler	S	S	S	N	N	N	N	N	N	S	O	O	N	S	O	N
Accessory Windshield	N	N	O	O	O	O	O	O	N	O	O	O	N	O	O	O
Gauges	N	N	N	N	N	N	S	O	N	N	N	N	N	N	N	N
Luggage Systems																
Luggage Rack	S	O	O	O	S	S	O	O	S	S	S	S	S	S	S	N
Saddlebag Mountings	S	O	S	S	O	O	O	O	S	O	S	S	S	S	O	O
BMW System Saddlebags*	S	O	O	O	O	O	O	O	S	O	O	O	S	O	O	O
Saddlebag Liners	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Detachable Top Box - 22 L	N	O	N	N	N	N	N	N	O	O	O	O	S	N	N	N
Detachable Top Box - 35 L	S	N	N	N	O	O	N	N	N	N	N	N	N	N	N	N
Top Box Liner (35L or 22L)	O	O	N	N	O	O	N	N	O	O	O	O	O	N	N	N
Multivario Tank Bag	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Luggage Roll	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O

S = Standard Equipment

O = Optional Equipment / Dealer Installed

N = Not Available On This Model

All motorcycles are subject to a freight / destination charge of \$190.00

Refer to the current BMW Fun, Fashion & Function catalog for additional accessories possibilities.

The final retail prices and dealer charges are at the discretion of the individual dealer.

The suggested retail price excludes state licensing fees, federal, state or local taxes and dealer preparation charges.

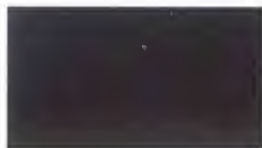
Contact your local authorized BMW Motorcycle Dealer for details about all options and accessories for each model.

Special models may be offered during the year with specifications that differ from those listed above.

*Specific saddlebags exist for each model noted.

All prices and specifications subject to change without notice. Effective 10/94

COLOR RANGE



640 Avus Black



642 Alpine White



656 Classic Black Metallic



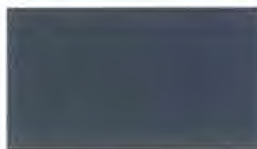
658 Marakesh Red



689 Mystic Red Metallic



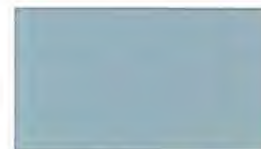
699 Cobalt Blue



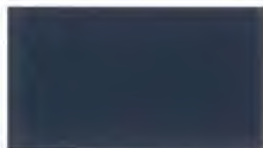
700 Arctic Grey Metallic



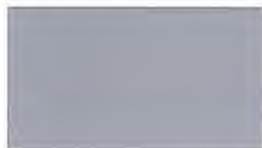
701 Cirrus Blue Metallic



703 Glacier Green Metallic



704 Graphite Metallic



705 Arctic Silver Metallic



706 Palmetto Green Metallic



707 Morea Green Metallic



708 Navara Violet Metallic

Some models and colors are limited in availability therefore may not be offered at every dealer. We know from experience that the printing process cannot reproduce the original colors to exactness. We therefore recommend that you visit your dealer to see the actual colors. Colors are subject to change without notice.

BMW Financial Services— Financing Built Around You

BMW now offers attractive motorcycle financing options through BMW Financial Services, BMW of North America, Incorporated.

We offer competitive rates and flexible terms on new and used BMW motorcycles. With BMW's one-stop shopping, you can choose your motorcycle, your accessories and your financing, right at your BMW dealership. And on new motorcycles, BMW Financial Services will also finance bolted accessories installed at the time of purchase.

Visit your BMW dealer for full details on all BMW Financial Services financing options. We are pleased to offer BMW motorcycle financing built around you... for the world ahead.

BMW AND THE FUTURE OF MOTORCYCLING.

Most manufacturers merely talk about the technical features of their bikes; really practical information tends to be rather rare.

You are just as unlikely to find answers to the important questions of the future. This creates the impression that motorcycles are unaffected by the increasing restrictions which traffic and environment place on our mobility. Our aim is to give you advice and tell you the most important things to consider today when buying a motorcycle. Things you ought to be aware of. We want to draw attention to the motorcycle's true values; quality, reliability and ease of maintenance, for example. And, of course, what makes riding a BMW such fun.

Look through this catalogue and you will soon realize that BMW does everything it can to ensure maximum safety, plenty of enjoyment and motorcycling with a clear conscience.

K 1100 LT

The engine masters every situation with ease, thanks to its generous reserve of power...guaranteeing supreme progress without hectic gear shifts.



ENGINE

Type: 4-cylinder, 4-stroke inline
Valves: 4 per cylinder
Displacement: 1092 cc
Bore x stroke: 70.5 mm x 70 mm (2.78" x 2.76")
Output: 74 kW (DIN) (100 bhp) at 7500 rpm
Torque: 107 Nm (77.3 lb/ft) at 5500 rpm
Compression ratio: 11.0:1
Cooling: Water
Valve gear: DOHC, chain
Mixture preparation: Bosch Motronic MA 2.2 with overrun fuel cutoff
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.49; II 2.96; III 2.30; IV 1.88; V 1.61; 1
Final drive ratio: 2.81:1 (USA 2.75:1)

ELECTRICAL EQUIPMENT

Ignition: Motronic
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 22 l (4.8 Imp. gal/5.8 US gal)
Seat height at unladen weight: 810 mm (31.89")
Unladen weight (ready for road): 290 kg (639 lb)
Gross weight limit: 500 kg (1103 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: Over 200 km/h (125 mph)
Acceleration from 60-140 km/h (37-87 mph): 10.5 sec.
Fuel consumption per 100 km acc. to ISO 7118:
at 90 km/h (56 mph): 4.9 l (58.0 Imp./48.0 US mpg)
at 120 km/h (75 mph): 5.8 l (48.9 Imp./40.6 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: Lattice tube, engine with load bearing function
Fork: Telescopic with progressive spring rate and integral fork stabiliser
Spring travel: 135 mm (5.31")
Swinging arm: Single (BMW Paralever)
Drive: Shaft
Suspension strut: Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, spring preloaded with 5 settings, continuous rebound adjustment
Spring travel: 120 mm (4.72")

Brakes:

front: Twin disc (dia. 305 mm [12.01"]) floating disc, 4-piston fixed calipers with angular wear compensation
rear: Single disc (dia. 285 mm [11.22"]) with fixed calipers

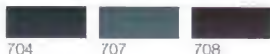
Brake pads: Fade-resistant in wet weather

Wheels: Light-alloy

Tyres: Radial low aspect ratio

front: 110/80 - V 18 (tubeless)

rear: 140/80 - VB 17 (tubeless)



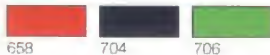
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K 1100 RS

A motorcycle that satisfies the demand for both sporting character and touring features. It's a world-class Sports Tourer.



ENGINE

Type: 4-cylinder, 4-stroke inline
Valves: 4 per cylinder
Displacement: 1092 cc
Bore x stroke: 70.5 mm x 70 mm (2.78" x 2.76")
Output: 74 kW (DIN) (100 bhp) at 7500 rpm
Torque: 107 Nm (77.3 lb/ft) at 5500 rpm
Compression ratio: 11.0:1
Cooling: Water
Valve gear: DOHC, chain
Mixture preparation: Bosch Motronic, MA 2.2 with overrun fuel cutoff
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.49, II 2.96, III 2.30, IV 1.88, V 1.61:1
Final drive ratio: 2.82:1

ELECTRICAL EQUIPMENT

Ignition: Motronic
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 22 l (4.8 Imp. gal/5.8 l US gal), incl. 5 l (1.1 Imp. gal/1.32 US gal) reserve
Seat height at unladen weight: 800 mm (31.5")
Unladen weight (ready for road): 268 kg (591 lb)
Gross weight limit: 485 kg (1069 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: Over 200 km/h (125 mph)
Acceleration from 60-140 km/h (37-87 mph): 10.5 sec.
Fuel consumption per 100 km acc. to ISO 7118:
at 90 km/h (56 mph): 4.9 l (58.0 Imp./48.0 US mpg)
at 120 km/h (75 mph): 5.2 l (48.9 Imp./40.6 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: Lattice tube, engine with load-bearing function
Fork: Telescopic with progressive spring rate and integral fork stabiliser
Spring travel: 135 mm (5.31")
Swinging arm: Single (BMW Paralever)
Drive: Shaft
Suspension strut: Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, spring preloaded with 5 settings, continuous rebound adjustment
Spring travel: 120 mm (4.72")

Brakes:

front: Twin disc (dia. 305 mm [12.01"]), floating disc, 4-piston fixed callipers with angular wear compensation

rear: Single disc (dia. 285 mm [11.22"]) with fixed callipers

Brake pads: Fade-resistant in wet weather

Wheels: Light-alloy

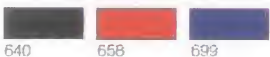
Tyres: Radial, low aspect-ratio

front: 120/70 - zr 17 (tubeless)

rear: 160/60 - ZR 18 (tubeless)

R 1100 RS

This model's completely new engine retains all the established virtues, and tackles the task at hand as before.



ENGINE

Type: Flat-twin, 4-stroke
Valves: 4 per cylinder
Displacement: 1085 cc
Bore x stroke: 99 mm x 70.5 mm (3.90" x 2.78")
Output: 66 kW (DIN) (90 bhp) at 7250 rpm
Torque: 95 Nm (70 lb/ft) at 5500 rpm
Compression ratio: 10.7:1
Cooling: Air/oil
Valve gear: HC, chain
Mixture preparation: Bosch Motronic, MA 2.2 with overrun fuel cutoff
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.16, II 2.91, III 2.13, IV 1.74, V 1.54:1
Final drive ratio: 2.81:1

ELECTRICAL EQUIPMENT

Ignition: Motronic
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 23 l (5.1 Imp. gal/6.08 US gal), incl. 4 l (0.9 Imp. gal/1.06 US gal) reserve
Seat height at unladen weight: 780, 800, 820 mm (30.7", 31.5", 32.3")
Unladen weight (ready for road): 239 kg (527 lb)
Gross weight limit: 450 kg (992 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: Over 200 km/h (125 mph)
Acceleration from 60-140 km/h (37-87 mph): 10.8 sec.
Fuel consumption per 100 km acc. to ISO 7118:
at 90 km/h (56 mph): 4.3 l (66.1 Imp./54.7 US mpg)
at 120 km/h (75 mph): 5.2 l (54.5 Imp./45.2 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: 3-piece, front and rear sections, engine with load-bearing function
Fork: BMW Telelever with central suspension strut
Spring travel: 120 mm (4.72")
Swinging arm: Single (BMW Paralever)
Drive: Shaft
Suspension strut: Central suspension strut with oil spring and single-tube gas-filled shock absorber, spring preloaded with 7 settings, continuous rebound adjustment
Spring travel: 135 mm (5.31")

Brakes:

front: Twin disc (dia. 305 mm [12.01"]), floating disc, 4-piston fixed callipers

rear: Single disc (dia. 285 mm [11.22"]) with fixed callipers

Brake pads: Fade-resistant in wet weather

Wheels: Light-alloy

Tyres: Radial, low aspect-ratio

front: 120/70 - zr 17 (tubeless)

rear: 160/60 - ZR 18 (tubeless)

R 1100 GS

The latest large-capacity Enduro, the engine can unleash maximum torque.



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ENGINE

Type: Flat-twin, 4-stroke
Valves: 4 per cylinder
Displacement: 1085 cc
Bore x stroke: 90 mm x 70.5 mm (3.54" x 2.78")
Output: 59 kW (DIN) (80 bhp) at 6750 rpm
Torque: 97 Nm (71.5 lb/ft) at 5250 rpm
Compression ratio: 10.3:1
Cooling: Air/oil
Valve gear: HC, chain
Mixture preparation: Bosch Motronic MA 2.2 with overrun fuel cutoff
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45; I
Final drive ratio: 3.0:1

ELECTRICAL EQUIPMENT

Ignition: Motronic
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 25 l (5.5 imp. gal/6.6 US gal), incl. 4.7 l (1.04 imp. gal/1.24 US gal) reserve
Seat height at unladen weight: 840 (860) mm (33.1" [33.9"])
Unladen weight (ready for road): 243 kg (536 lb)
Gross weight limit: 450 kg (992 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: App. 195 km/h (120 mph)
Acceleration from 60-140 km/h (37-87 mph): 10.4 sec
Fuel consumption per 100 km acc. to ISO 7118:
 at 90 km/h (56 mph): 4.6 l (61.3 imp./51.3 US mpg)
 at 120 km/h (75 mph): 5.9 l (47.8 imp./39.9 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: 3-piece, front and rear sections, engine with load-bearing function
Fork: BMW Telelever with central suspension strut, 4 settings
Spring travel: 190 mm (7.5")
Swinging arm: Single (BMW Paralever)
Drive: Shaft
Suspension strut: Central suspension strut with coil spring and single-tube gas-filled shock absorber, continuous rebound adjustment, hydraulic spring preload, continuously adjustable
Spring travel: 200 mm (7.8")
Brakes:
front: Twin disc (dia. 305 mm [12.04"]), floating disc, 4-piston fixed caliper
rear: Single disc (dia. 276 mm [10.87"]), 2-piston floating caliper
Brake pads: Fade-resistant in wet weather
Wheels: Cross-spoke
Tyres: Low aspect-ratio
front: 110/80H - 19 TL (tubeless)
rear: 150/70H - 17 TL (tubeless)

R 1100 R

The unique adjustable seat height makes this a perfect bike for every size rider.



689

700

ENGINE

Type: Flat-twin, 4-stroke
Valves: 4 per cylinder
Displacement: 1085 cc
Bore x stroke: 90 mm x 70.5 mm (3.54" x 2.78")
Output: 59 kW (DIN) (80 bhp) at 6750 rpm
Torque: 71.5 ft./lb. at 5250
Compression ratio: 10.3:1
Cooling: Air/oil
Valve gear: HC, chain
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45; I
Final drive ratio: 2.81:1

ELECTRICAL EQUIPMENT

Ignition: Motronic MA 2.2
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 5.5 gal incl. 1.24 gal reserve
Seat height at unladen weight: 29.9"/31.2"/32"
Unladen weight, wet: 519 lb
Gross weight limit: 992 lb

PERFORMANCE DATA AND FUEL CONSUMPTION

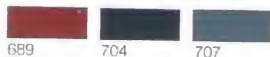
Top speed: App. 120 mph
Acceleration from 0-62 mph: 4.3 sec.
Fuel consumption per 100 km acc. to ISO 7118:
 at 90 km/h (56 mph): 51.3 US mpg
 at 120 km/h (75 mph): 39.9 US mpg
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: 3-piece, front and rear sections, engine with load-bearing function
Fork: BMW Telelever with central suspension strut
Spring travel: Front/rear 4.8"/5.4"
Swinging arm: Single (BMW Paralever)
Drive: Shaft
Brakes:
front: Dual-disc brake
rear: Single-disc brake
Wheels: Light-alloy
Tyres:
front: 120/70 - z 17 (tubeless)
rear: 160/60 - ZR 18 (tubeless)

K 75 RTA

This is not just the laurier for the first-time buyer... it has everything even the expert could need for serious long-distance riding.



689

704

707

ENGINE

Type: 3-cylinder, 4-stroke inline
Valves: 2 per cylinder
Displacement: 740 cc
Bore x stroke: 67 mm x 70 mm (2.64" x 2.76")
Output: 55 kW (DIN) (75 bhp) at 8500 rpm
Torque: 68 Nm (50.4 lb/ft) at 6750 rpm
Compression ratio: 11.0:1
Cooling: Water
Valve gear: DOHC, chain
Mixture preparation: Electronic injection with overrun fuel cutoff (LE-Jetronic)
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.50, II 2.96, III 2.30, IV 1.88, V 1.67:1
Final drive ratio: 3.2:1

Electrical equipment

Ignition: Transistorised
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 21 l (4.65 imp. gal/5.55 US gal)
Seat height at unladen weight: 810 mm (31.89")
Unladen weight (ready for road): 258 kg (569 lb)
Gross weight limit: 480 kg (1058 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION
Top speed: App. 185 km/h (115 mph)
Acceleration from 60-140 km/h (37-87 mph): 14.6 sec.
Fuel consumption per 100 km acc. to ISO 7118:
 at 90 km/h (56 mph): 4.7 l (60.3 imp./50.0 US mpg)
 at 120 km/h (75 mph): 5.9 l (48.1 imp./39.9 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: Lattice tube, engine with load-bearing function
Fork: Telescopic with progressive spring rate
Spring travel: 135 mm (5.31")
Swinging arm: Single (BMW Monolever)
Drive: Shaft
Suspension strut: Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, 3 settings
Spring travel: 114 mm (4.59")

Brakes:

front: Twin disc (dia. 285 mm [11.22"]), with 2 fixed calipers
rear: Single disc (dia. 285 mm [11.22"])

Brake pads: Fade resistant in wet weather

Wheels: Light-alloy

Tyres: Low aspect-ratio

front: 100/90 - 18 56 H (tubeless)
rear: 130/90 - 17 68 H (tubeless)

K 75 SA

This sporty model with its agile, economical three-cylinder engine is something of a well-kept secret among motorcycle experts.



ENGINE

Type: 3-cylinder, 4-stroke inline
Valves: 2 per cylinder
Displacement: 740 cc
Bore x stroke: 67 mm x 70 mm (2.64" x 2.76")
Output: 55 kW (DIN) (75 bhp) at 8500 rpm
Torque: 68 Nm (50.4 lb/ft) at 6750 rpm
Compression ratio: 11.0:1
Cooling: Water
Valve gear: DOHC, chain
Mixture preparation: Electronic injection with overrun fuel cutoff (LE-Jetronic)
Clutch: Single dry plate
Gearbox: 5-speed
Gearbox ratios: I 4.50, II 2.96, III 2.30, IV 1.88, V 1.67:1
Final drive ratio: 3.2:1

ELECTRICAL EQUIPMENT

Ignition: Transistorised
Alternator: 700 W
Battery: 12 V/19 Amp/h

DIMENSIONS AND WEIGHT

Fuel tank capacity: 21 l (4.65 imp. gal/5.55 US gal), incl. 5 l (1.1 imp. gal/1.32 US gal) reserve
Seat height at unladen weight: 810 mm (31.87")
Unladen weight (ready for road): 229 kg (505 lb)
Gross weight limit: 480 kg (1058 lb)

PERFORMANCE DATA AND FUEL CONSUMPTION

Top speed: Over 200 km/h (125 mph)
Acceleration from 60-140 km/h (37-87 mph): 14.2 sec.
Fuel consumption per 100 km acc. to ISO 7118:
 at 90 km/h (56 mph): 4.0 l (70.6 imp./58.8 US mpg)
 at 120 km/h (75 mph): 5.4 l (52.6 imp./43.6 US mpg)
Fuel: Premium grade unleaded

RUNNING GEAR

Frame: Lattice tube, engine with load-bearing function
Fork: Telescopic with progressive spring rate and integral fork stabiliser
Spring travel: 135 mm (5.31")
Swinging arm: Single (BMW Monolever)
Drive: Shaft
Suspension strut: Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, 3 settings
Spring travel: 114 mm (4.59")

Brakes:

front: Twin disc (dia. 285 mm [11.22"]), floating disc, 2-piston fixed calipers
rear: Single disc (dia. 285 mm [11.22"]) with fixed calipers

Brake pads: Fade-resistant in wet weather

Wheels: Light alloy

Tyres: Low aspect-ratio

front: 100/90 - V 18 (tubeless)
rear: 130/90 - V 17 (tubeless)



BMW of North America, Inc.
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